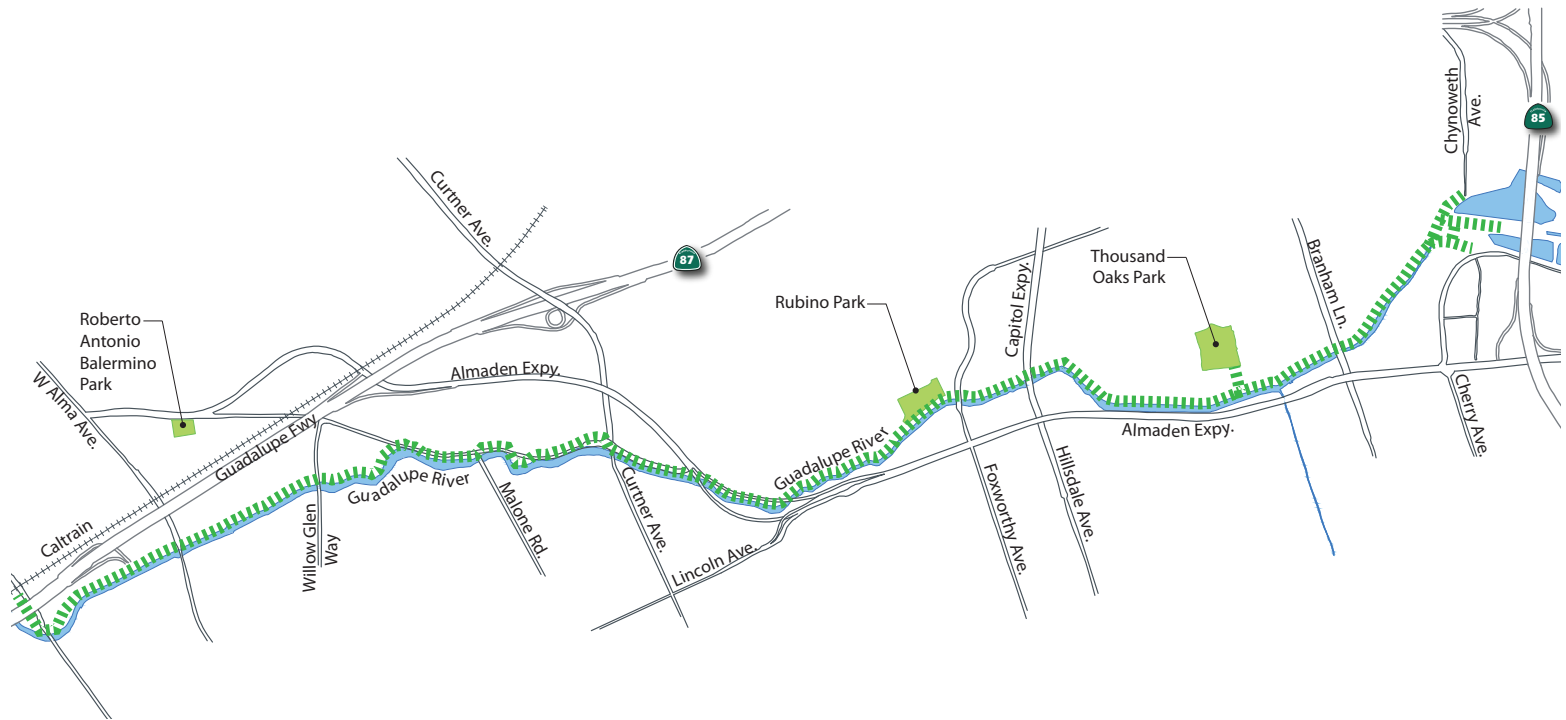


GUADALUPE RIVER TRAIL

Downtown to South San José
Virginia Street to Chynoweth Avenue
Master Plan



SAN JOSE
PARKS, RECREATION &
NEIGHBORHOOD SERVICES



CITY OF
SAN JOSE
CAPITAL OF SILICON VALLEY

April 5, 2017

Guadalupe River Trail

Downtown to South San José

Virginia Street to Chynoweth Avenue

MASTER PLAN

Parks and Recreation Commission:
April 5, 2017

City Council:
May 9, 2017

CEQA No. ####

Prepared for
CITY OF SAN JOSÉ
DEPARTMENT OF PARKS, RECREATION,
AND NEIGHBORHOOD SERVICES

Prepared by:
DEPARTMENT OF PUBLIC WORKS
MARK THOMAS & COMPANY

April 5, 2017

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- C. Focus Meetings



A Master Plan to extend a Class I trail through San Jose.

Credit: Billy Hustace Photography

View: Lower Guadalupe River Trail, north of master planning effort

Guadalupe River Trail

Downtown to South San Jose

Virginia Street to Chynoweth Avenue

Master Plan

MASTER PLAN OVERVIEW

This Master Plan document outlines the site setting, opportunities and constraints, planning process, and goals and objectives. These goals and objectives set the stage for the development of the trail alignment. A cost estimate with phasing opportunities, fund raising plan, and next steps are also outlined. This Master Plan document will be used as a tool by the City for development and future implementation of this segment of the Guadalupe River Trail. Each step in the planning process engaged the community through scheduled workshops, informational presentations and social media outreach.

PURPOSE & BACKGROUND

The City of San José has one of the nation's largest urban trail networks with 60 miles of trails open to the public. The trail network serves recreation, and active transportation users throughout Silicon Valley. Master planning of individual trail systems, or segments of those systems, is required because of site complexities including limited right of way, private and public land ownership, environmental constraints and many other challenges.

The Guadalupe River Trail (GRT) is a partially developed regional trail. A 9 mile long completed paved Reach commences at Gold Street in the Alviso Neighborhood along the San Francisco Bay and extends south to Virginia Street in Downtown San Jose. A 2.4 mile paved reach in South San José extends from Chynoweth Avenue to Coleman Road with direct links to Lake Amaden and Los Alamitos Creek trails.

Planning and construction of the GRT has been implemented in phases over many years as funding has been available or joint development could occur, as is the case with the flood control improvements through downtown.

The City Council commissioned this master plan in 2015 to provide the background and analysis necessary to guide future development. The adopted master plan will serve as a vehicle for acquiring funds

for design and construction, establish a clear plan for implementation and insure the trail design is consistent with community and stakeholder expectations.

Implementation of this master plan will:

1. provide a continuous connection from the foothills of Almaden Valley in the south to the salt ponds of Alviso, through South San Jose, Willow Glen, Downtown, and North San José
2. increase residents' and visitor access to recreation, active transportation, and nature
3. be consistent with the principles and commitments outlined in the:
 - City of San José's Greenprint 2009 Update for Parks and Community Facilities and Programs – A Strategic Plan to 2020
 - City's Envision San José 2040 General Plan
 - Santa Clara County's Countywide Trails Master Plan Update
 - City of San Jose Trail Program Strategic Plan (particular attention to the commitments of the strategic plan in regards to signature elements, placemaking, and branding.

PLANNING PROCESS

The master planning process can be broken down into three phases: public outreach, project viability, and document refinement. This process was conducted with significant outreach as follows:

- Start-up meeting and site walk with City staff and Santa Clara Valley Water District (SCVWD) representatives
- Multiple meetings with Technical Advisory Committee (TAC) made up of representatives from vested agencies to provide input on their policies and regulations and future projects that may impact the trail development
- Multiple site investigations and opportunities and constraints identification
- Three community workshops
- Two informational presentations to a neighborhood association
- Public review of an environmental document that evaluated potential project impacts and identified measures to mitigate these impacts

EXECUTIVE SUMMARY

as required by the California Environmental Quality Act (CEQA).

- Preparation of an administrative draft master plan and submittal to City staff for review
- Refinement of the document into a draft master plan and submittal to City staff and TAC for review
- Preparation of the final master plan document once approved by City Council
- Presentation of a Draft Master Plan at public meetings, the Parks & Recreation Commission and the City Council

The City's goals, stakeholder agency needs, and the public's wishes for the project are balanced and integrated to the greatest extent possible in this document to guide design for construction.

TRAIL ALIGNMENT

This master plan provides for the development of a multi-use recreational and active transportation trail within and along the Guadalupe River (GR). The alignment of the project generally follows existing and planned maintenance roads associated with the GR flood protection project, currently being implemented by the SCVWD and US Army Corp of Engineers (USACE). These maintenance roads typically follow the top of levees, channel banks, and under-crossings at roadway intersections. Dual use of these roads minimizes impact to the corridor. Early coordination through the master planning process support the USACE's design that provides no greater than 8.33 slope at under-crossing ramps; this leads to a trail system that is ADA compliant.

The majority of the trail would be a 16-foot wide (12 feet paved with 2 foot wide compacted base rock shoulders on either side) Class I trail, which is defined by the Caltrans Highway Design Manual as being separated from streets and open to non-motorized uses (pedestrians, bicyclists, and equestrians). Physically constrained portions would be narrowed to a 10 foot wide paved trail without shoulders. Portions

of the trail that would be below the 10 year flood water elevation (primarily at road undercrossings) would also lack shoulders. These more narrow sections exceed the minimum 8 foot standard width for Class I trails. Limited landscaping is expected and will be on an as-needed basis to satisfy mitigation requirements.

The trail is located upon properties owned by the City, Caltrans, SCVWD, San José Water Company (SJWC), and possibly private¹ parties that will be engaged as part of future USACE flood control improvements. Removal of structures is not anticipated for trail development though some SJWC equipment may need to be relocated. Use of all other lands is not expected to occur via joint use agreements. Links to existing and future trails are identified wherever feasible. The alignment includes at-grade access points to all surface streets; undercrossings beneath streets and expressways in two locations; bridges to cross the river and future bypass channel when necessary; connections to existing and planned portions of the Guadalupe River Trail at either end of the project; and to Three Creeks Trail. Access to the trail would be from existing public parks, trails and streets.

Reaches along the trail system are presented in a north to south manner. Discussion here is limited to general design parameters. Refer to the Trail Alignment section of this Master Plan for a detailed discussion of future work within each reach.

VIRGINIA AVE TO WILLOW ST REACH

- 1,050 feet long
- Link to existing northern trail per the 2004 Reach 6 Master Plan
- Class IV Bikeway along McLellan Avenue
- Class I Bikeway for remainder
- Connection to new Willow Calle Pedestrian Bridge over Willow Street to the Highway 87 Bikeway

WILLOW ST TO WEST ALMA AVE REACH

- 2,800 feet long

¹Work Upon Private Lands

It should be noted that the potential Guadalupe River Trail alignment between Foxworthy Avenue and Thousand Oaks Park includes a segment shown in the Master Plan as diagrammatic and is to be used for general planning purposes only. The alignment shown is proposed based upon the likelihood that nearby flood control work administered by the US Army Corps and Santa Clara Valley Water District will extend through this area at some time in the future. The Santa Clara Valley Water District possesses a maintenance easement to cross private lands for its operations. The diagrammatic alignment should not, in any way, be interpreted as an existing or proposed trail through private property. The map for this reach of the trail system within the Master Plan illustrates a potential trail alignment including areas that are currently privately owned. By illustrating this potential trail alignment in the Guadalupe River Trail Master Plan, no determination is being made at this time to acquire any specific private properties for these improvements. Final trail alignment will depend upon weighing possible alignment alternatives in consultation with US Army Corps and Santa Clara Valley Water District flood control planning and at the actual time of property acquisition to support trail construction. The Guadalupe River Trail Master Plan only illustrates possible development if implementation of the trail is pursued in the future in either the form of a gravel trail making use of maintenance road improvements or a fully paved trail.

- Class I paved trail along east bank
- Primary trail runs along the western side of Lelong Street
- Class I unpaved gravel trail along west bank to create “Lelong Loop”

WILLOW CALLE BRIDGE

- Located between the Caltrain grade separation and Highway 87
- Approximate 200ft span across Willow Street connecting the GRT to the Highway 87 Bikeway
- 12ft wide with protective handrails
- Intended to be a signature element with colorful ornamentation and architectural detailing
- A ramp system on the north side of Willow Street that provides clear and unobstructed views through and under.

WEST ALMA AVE TO THREE CREEKS TRAIL REACH

- 830 feet long
- Class I paved trail along east bank
- Travels along the west side of SCVWD/USACE flood wall

THREE CREEKS TRAIL TO WILLOW GLEN WY REACH

- 1,500 feet long
- Class I paved trail along east bank
- Constructed along the western edge of Mackey Avenue with the removal of parking along the western edge of the street (CSJ-DOT to manage parking removal)

WILLOW GLEN WY TO ALMADEN RD REACH

- 1,500 feet long
- Class I paved trail along east bank
- Constructed along the western edge of SJWC well site property

ALMADEN RD TO CURTNER AVE REACH

- 3,225 feet long
- Class I paved trail along east bank
- Constructed along Almaden Road

CURTNER AVE TO ALMADEN EXPY REACH

- 1,120 feet long
- Class I paved trail along east bank
- Continues south along the western edge of Almaden Road to the intersection at Almaden Expressway

ALMADEN EXPY TO FOXWORTHY AVE REACH

- 5,000 feet long
- Class I paved trail along east bank
- Continues along the river side of the northbound leg of Almaden
- Pedestrian bridge connection across river to Kock Lane/Almaden Expressway intersection
- Undercrossing of Foxworthy Ave

FOXWORTHY AVE TO THOUSAND OAKS PARK REACH

- 6,000 feet long
- Class I paved trail along east bank
- Crosses under Capitol Expressway

THOUSAND OAKS PARK TO BRANHAM LN REACH

- 2,300 feet long
- Class I paved trail along east bank
- Spur connection to Thousand Oaks Park

BRANHAM LN TO CHYNOWETH AVE REACH

- 5,100 feet long
- Class I paved trail along east bank
- Three southern connections
 - at existing GRT at Chynoweth Ave
 - at existing GRT at Blossom River Dr
 - at Cherry Ave
- Trail runs along eastern river embankments around percolation pond to create the Erikson Loop with access on east side of the the river at Chynoweth
- New pedestrian bridge accross river with spur connection to Cherry Avenue

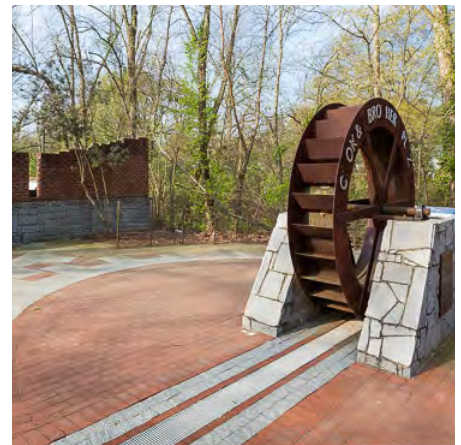
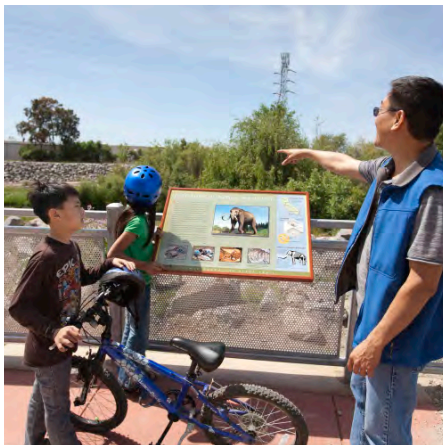
TOTAL ESTIMATED CONSTRUCTION ESTIMATE

The total estimated cost for improvements of all reaches and overcrossings described in this master plan is approximately \$47.3 million. This high cost of about \$9,460,000/mile is largely due to bridge crossings, grading, drainage and trail amenities. This work is necessary in order to provide an entirely off-street Class I trail system, consistent with other trails in the San José Trail Network. Detailed per reach cost estimates are provided in Figure 42.

TRAIL IMAGE BOARD

Typical character and quality of improvements

Source: San José and other trail systems



REGIONAL CONTEXT

The County of Santa Clara boasts many regional parks, trails, and open spaces. Within the county, the City of San Jose has one of the nation's largest urban trail networks with 60 miles of trails open to the public. The City's Greenprint, General Plan, Bike Plan, and Strategic Plan all support further development, with a goal of a 100-mile paved trail network. This mileage is to be developed within 35 defined trail systems. Extending existing trails, closing gaps, and interconnecting trails are key objectives for development so that travel can occur entirely within an off-street environment. In many instances, the reaches of the GRT included in this master plan are included in the Santa Clara County Countywide Trails Master Plan Update, and the Santa Clara County General Plan. Identified as a sub-regional trail route, these reaches are a component of the regional/countywide trails network. The overall Guadalupe River Trail system (known as countywide trail S3) connects to several other regional trail systems including:

- San Francisco Bay Trail (countywide trail route R4)
- Juan Bautista de Anza National Historic Trail (countywide trail route R1-A)
- Bay Area Ridge Trail (countywide trail route R5-C)
- Monterey-Yosemite Trail (countywide trail route R2)

The existing Guadalupe River Trail from Alviso to Downtown is recognized as part of the National Recreation Trail (NRT). This designation would be extended as the trail develops per this master plan.

As defined in the City's Greenprint, the Guadalupe River Trail connects to the following local trails within the City of San Jose:

- SF Bay Trail (planned)
- Highway 237 Bikeway (developed)
- Hetch Hetchy (planned)
- River Oaks Pathway (developed)
- Ryland Park Pathway (planned)
- Los Gatos Creek Trail (planned)
- Highway 87 Bikeway (planned)
- Three Creeks Trail (planned)
- Guadalupe Creek Trail (planned)

- Lake Almaden Trail (developed)
- Los Alamitos/Calero Creek Trail (developed)

The majority of open San Jose trails follow the rivers and creeks flowing towards the bay. These trails are shown as solid green lines on the existing Citywide Trail Network map (Figure 1). The Highway 87 Bikeway from Willow St to Santa Teresa Blvd offers partial class 1 access in a north to south route. Having a continuous Class I facility along a natural riparian corridor provides a desirable and continuous off-street route. This master plan guides the development of that trail.

LOCAL SITE CONTEXT

The proposed trail alignment extends approximately 5.5 miles primarily along the banks of the Guadalupe River. The SCVWD and the USACE have jointly planned the implementation of flood control facilities along the entire corridor. These improvements include but are not limited to: bypass channels, slope stabilization, flood/retaining walls, and maintenance roads. The SCVWD has been planning and programming the land acquisition of many privately-owned parcels within the riparian corridor. The trail will run along the east bank (in most locations) and have several undercrossings to avoid heavy intersections and roadway crossings.

The study area runs through an urban area with commercial development, transit stations, residential neighborhoods, schools and neighborhood parks. Adjacency to Rubino Park and Thousand Oaks Park can enhance travel along the trail. The site survey revealed a variety of different constraints varying from: minimal right-of-way, steep grades, high water surface elevations, constrained sight distances, and lack of setbacks.

The trail meanders through a riparian corridor populated with mature riparian trees, a mixture of thick vegetation and open grassy areas, steep embankments, and diverse wildlife. Significant portions of the property along the river corridor are owned by the City, SCVWD and SJWC. Commercial/retail centers are located near the proposed trail including the newly developed Almaden Ranch anchored by Bass Pro Shop (a regional draw) and the City Sports Club fitness center. Ten neighborhood parks and one community garden are

SITE SETTING

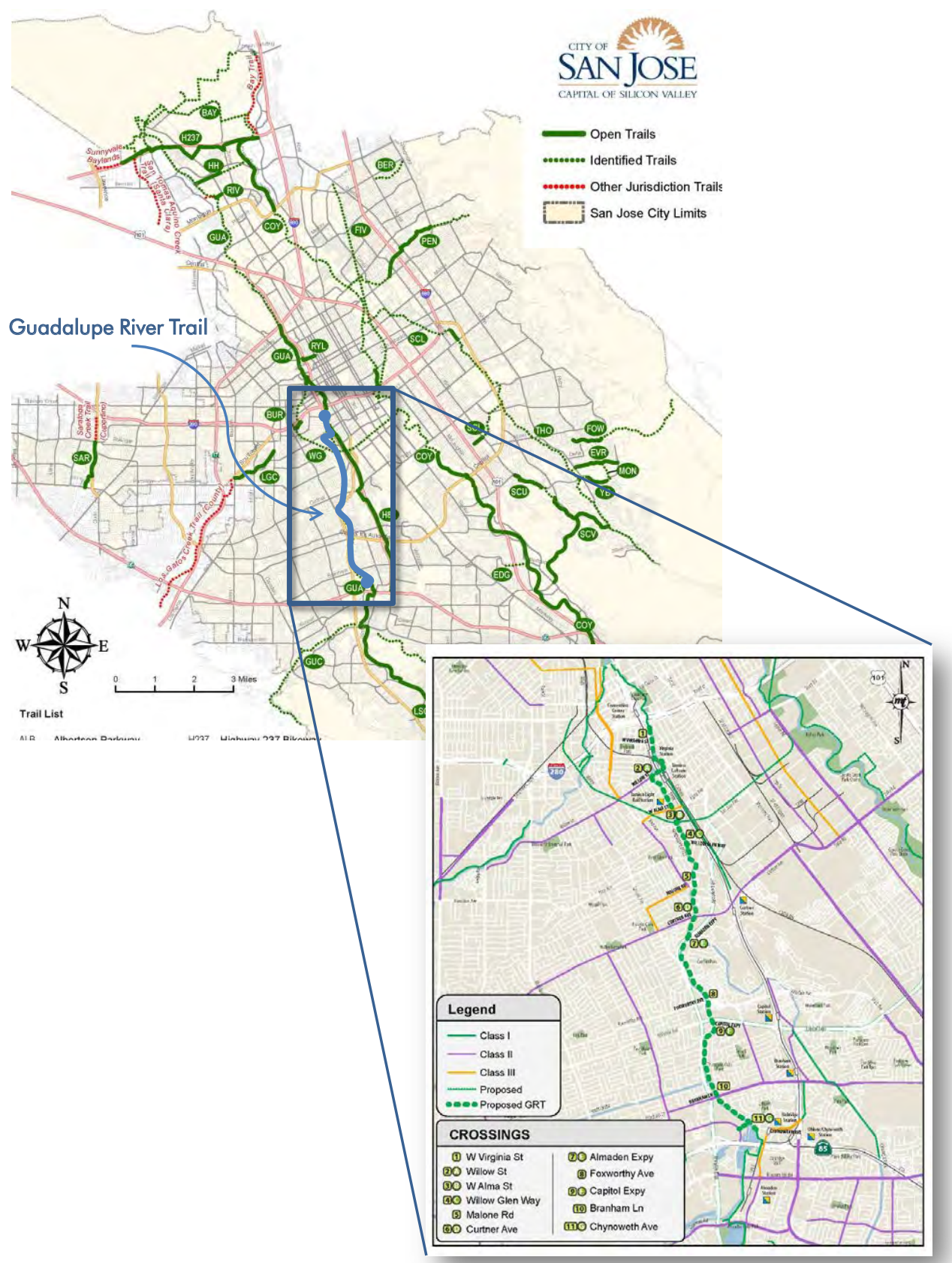


Figure 1: Project Location and Connectivity Map

Guadalupe River Trail
Downtown to South San Jose
Virginia Street to Chynoweth Avenue
Master Plan

located near the trail. Land along the corridor includes existing and future SCVWD service roads providing alignment opportunities for the trail in already impacted locations.

CULTURAL HISTORY

The Guadalupe River flows from south to north through the City of San Jose. The river begins at the confluence of Alamos Creek and Guadalupe Creek in south San Jose, and flows to the San Francisco Bay. It has played an important role in the City's history.

It is believed that the Ohlone Indians first inhabited the San Francisco Bay Region in 500 AD. For more than one thousand years, they lived as hunter-gatherers in this area from the Golden Gate south to Monterey, including settlements along what is now called Guadalupe River. Information gathered from community members suggest that the Guadalupe River was once fed from marshes in Willow Glen, and that the river's southern alignment may have resulted from late 19th century canal development in the area.

Named by the De Anza Expedition in 1776 the Guadalupe River was noted by the explorers of the time to be well supplied with timber and agricultural land, and that it appeared to be suitable for a large settlement. In 1777, both the Pueblo de San Jose (on the Guadalupe River) and Mission Santa Clara (located two miles away) were founded. The Spanish lived in the area until the mid-nineteenth century when the discovery of gold brought explorers from around the world to California by the thousands. By 1850, California was granted statehood and on March 27, 1850, San Jose became the first incorporated city in the state and served as the capitol until 1851.

In the first half of the 20th century, the fertile Santa Clara Valley was predominately covered in fruit and nut orchards which fueled an agricultural economy. However, during the 1960's and 1970's, the prosperous agricultural industry in Santa Clara Valley was slowly replaced by high tech research and development, office parks and new housing. This new technology-based industry spurred growth and development within the Santa Clara Valley which continues to this day.

With the emergence of the electronics industry, San Jose continued growing through the last half of the 20th century. Housing and commercial developments have extended along the river, leaving space to preserve nature and support access with a multi-use trail.

FLOOD PROTECTION

For years, the Guadalupe River frequently flooded San Jose's downtown and the Alviso community, with severe flood events in 1862, 1895, 1911, 1955, 1958, 1963, 1969, 1982, 1986 and 1995. Efforts to control the river began in the early 1940's with a study authorized by the U.S. Army Corps of Engineers. In subsequent decades, channel improvements and associated park development have made the river a centerpiece of the City's downtown and North San Jose neighborhoods.

The Upper Guadalupe River still floods; starting from Ross Creek in the Thousand Oaks area, homes have to pay flood insurance due to higher 100 year water surface elevations. The SCVWD and the USACE have been engineering the channel to retain a hundred year flood event. The USACE started designing channel improvements from Blossom Hill Road to Branham Lane to mitigate damage done by perpetual flooding. The ACE then proceeded to construct a bypass channel between West Virginia Street and Willow Glen Way. Due to the drought years starting in 2014, the predicted 100-year water surface elevation has risen. The remaining reaches are programmed to be designed progressively to complete the Guadalupe River Trail. A preliminary hydraulic design was completed in the early 2000s. Channel widening and erosion control are planned throughout the corridor, and will aid in the abatement of flood-induced damage within the area.

EXISTING CONDITIONS MAP

The Existing Conditions Map and Photographic Log (Figure 2) illustrates land uses, recreational destinations, light rail stations and the City's on-street bicycle network. This map was used in the development of the Opportunities and Constraints Summary Map (Figure 4). The photographic log shows typical views and key features along the alignment.

SITE SETTING

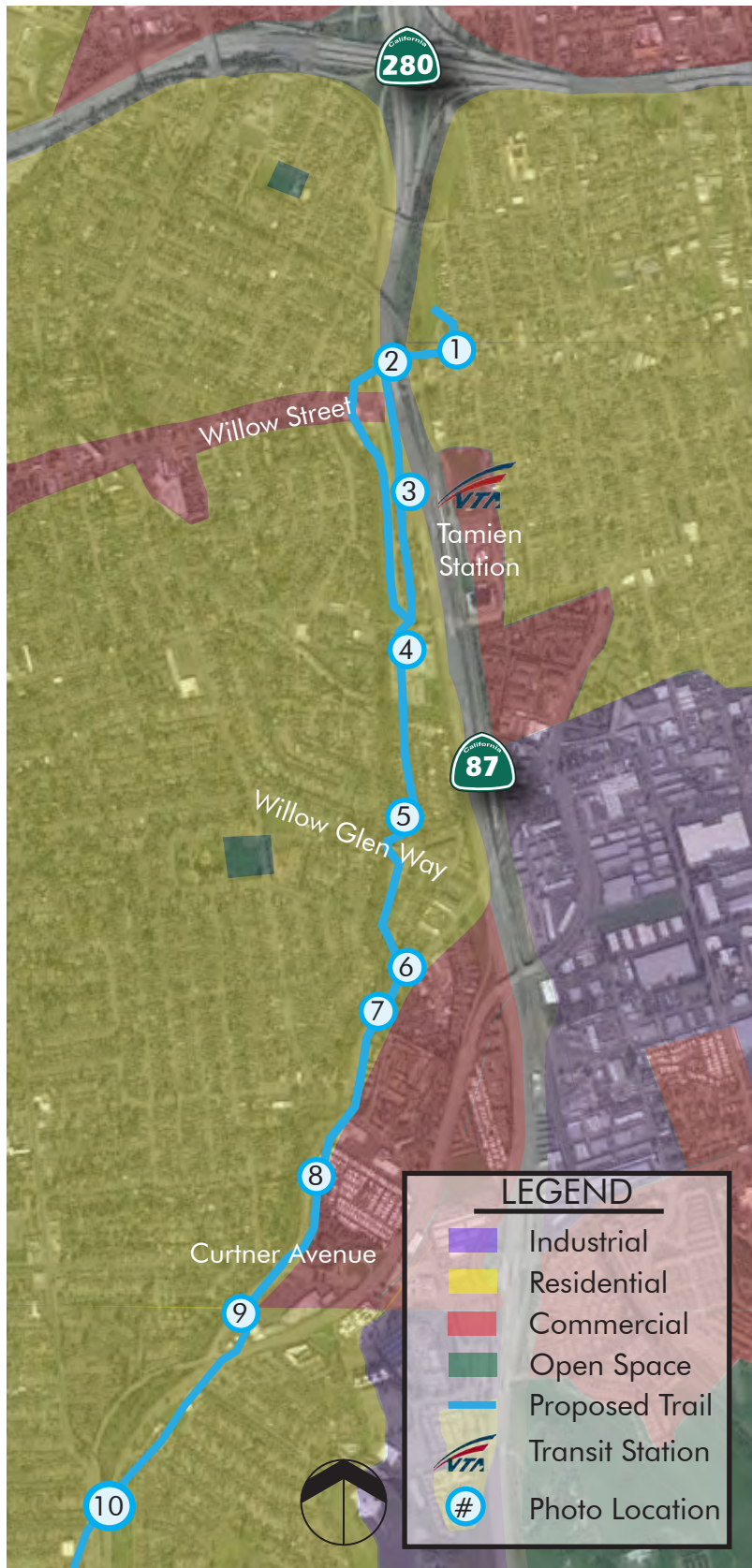


Figure 2: Existing Conditions and Photographic Log



① View looking west along abandoned road near intersection of McLellan & Willow Street



② Looking west under Highway 87 bridge



③ Looking south along Lelong Street



④ Gravel path along proposed Three Creeks Trail alignment



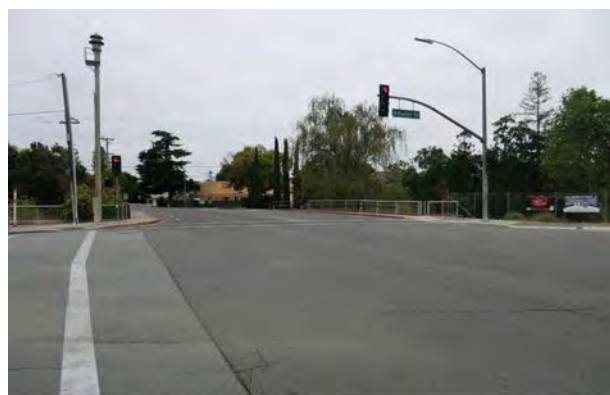
⑤ View looking east along Willow Glen Way at neighborhood entry monuments



⑥ View looking north along Almaden Road



⑦ View looking north along Almaden Road near dump station



⑧ Curtner Avenue/Almaden Road intersection



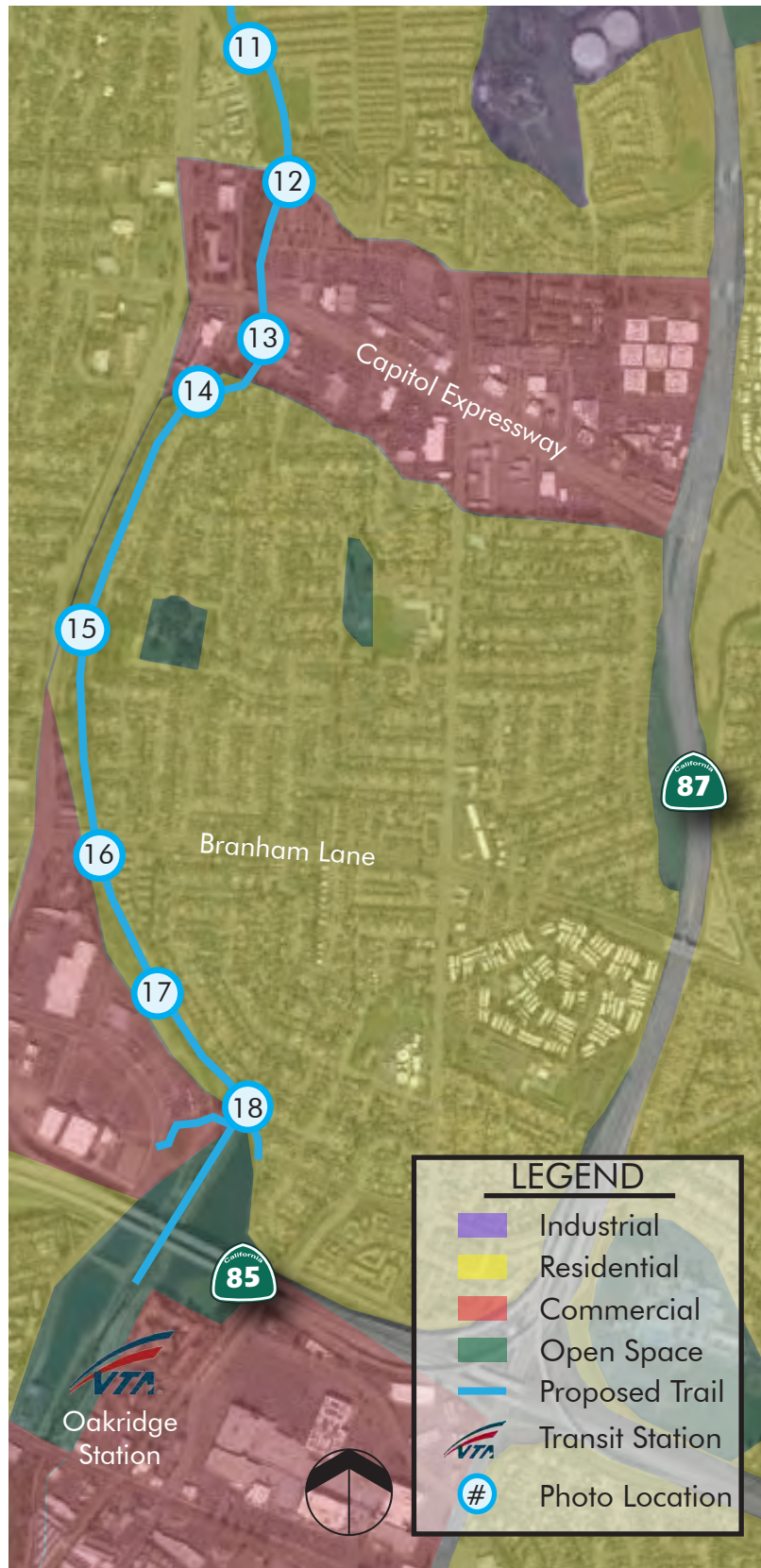
⑨ View under Almaden Expressway bridge



⑩ View of gabion walls along Guadalupe River at Almaden Expressway

Figure 2: Existing Conditions and Photographic Log (Cont.)

SITE SETTING



11 View looking south at potential connection to Rubino Park



12 View looking at crossing under Foxworthy Avenue



13 View looking at Capitol Expressway Bridge



14 View looking west from Steval Place

Figure 2: Existing Conditions and Photographic Log (Cont.)



15 View of open space area west of Thousand Oaks Park



16 View looking under Branham Lane



17 Limited clearance for trail of eastern embankment of Guadalupe River



18 Looking north from the trail connection location at Chynoweth Avenue

Figure 2: Existing Conditions and Photographic Log (Cont.)

SITE SETTING

ASSESSOR'S PARCEL INFORMATION

The trail alignment traverses the following assessor's parcel numbers, as located by defined trail reach.

PARCEL	OWNER	DESCRIPTION
McLellan to Willow Reach		
264-48-06	PENINSULA CORRIDOR JOINT POWERS BOARD	RAILROAD TRACKS
264-40-78	SANTA CLARA VALLEY WATER DISTRICT (SCVWD)	PARK/ROAD
264-40-103	SCVWD	PARK/ROAD
264-40-117	SCVWD	PARK/ROAD
264-40-116	SCVWD	PARK/ROAD
264-40-126	SCVWD	PARK/ROAD
264-48-01	SCVWD	CHANNEL
264-48-113	SCVWD	CHANNEL
264-48-92	SCVWD	EMPTY LOT
434-04-83	SCVWD	EMPTY LOT
264-48-94	STATE OF CALIFORNIA	EMPTY LOT
264-48-10	STATE OF CALIFORNIA	EMPTY LOT
264-48-84	STATE OF CALIFORNIA	EMPTY LOT
Willow to Alma Reach		
434-04-84	SCVWD	EMPTY LOT/FUTURE BYPASS CHANNEL
434-04-03	SCVWD	EMPTY LOT/FUTURE BYPASS CHANNEL
434-04-04	SCVWD	EMPTY LOT/FUTURE BYPASS CHANNEL
434-04-11	SCVWD	EMPTY LOT/FUTURE BYPASS CHANNEL
434-04-12	SCVWD	EMPTY LOT/FUTURE BYPASS CHANNEL
434-04-13	SCVWD	EMPTY LOT/FUTURE BYPASS CHANNEL
434-04-14	SCVWD	EMPTY LOT/FUTURE BYPASS CHANNEL
434-04-66	SCVWD	EMPTY LOT/FUTURE BYPASS CHANNEL
434-04-79	SCVWD	EMPTY LOT/FUTURE BYPASS CHANNEL
434-13-34	SCVWD	EMPTY LOT/FUTURE BYPASS CHANNEL
Alma to Three Creeks Reach		
434-20-23	SCVWD/JOINT USE	PARKING LOT/FUTURE BYPASS CHANNEL
434-27-125	STATE OF CALIFORNIA	TRAIL
Three Creeks to Willow Glen Reach		
434-27-125	STATE OF CALIFORNIA	TRAIL
434-27-38	SCVWD	FUTURE BYPASS CHANNEL
434-27-31	SCVWD	FUTURE BYPASS CHANNEL
434-27-32	SCVWD	FUTURE BYPASS CHANNEL
434-27-33	SCVWD	FUTURE BYPASS CHANNEL
434-27-122	SCVWD	FUTURE BYPASS CHANNEL
434-27-39	SCVWD	FUTURE BYPASS CHANNEL
434-27-40	SCVWD	FUTURE BYPASS CHANNEL
434-27-41	SCVWD	FUTURE BYPASS CHANNEL
434-27-42	SCVWD	FUTURE BYPASS CHANNEL
434-27-43	SCVWD	FUTURE BYPASS CHANNEL
434-27-44	SCVWD	FUTURE BYPASS CHANNEL
434-27-45	SCVWD	FUTURE BYPASS CHANNEL
434-27-124	SCVWD	FUTURE BYPASS CHANNEL
434-27-27	SCVWD	FUTURE BYPASS CHANNEL
434-27-120	SCVWD	FUTURE BYPASS CHANNEL
434-27-120	SCVWD	FUTURE BYPASS CHANNEL
434-27-120	SCVWD	FUTURE BYPASS CHANNEL

Willow Glen to Almaden Rd Reach		
455-21-66	SJWC	WATER WORK FACILITY
455-21-56	PRIVATE ¹	FUTURE BYPASS CHANNEL
455-21-13	SCVWD	FUTURE BYPASS CHANNEL
455-21-67	SCVWD	FUTURE BYPASS CHANNEL
455-21-17	SCVWD	FUTURE BYPASS CHANNEL
455-21-68	SCVWD	FUTURE BYPASS CHANNEL
Almaden Rd to Curtner Reach		
455-31-07	COUNTY OF SANTA CLARA	EMPTY LOT
455-27-10	COUNTY OF SANTA CLARA	RIVER BANK
455-21-57	SCVWD	FUTURE BYPASS CHANNEL
455-31-43	SCVWD	EMPTY LOT
455-31-44	SCVWD	EMPTY LOT
455-18-102	SCVWD	EMPTY LOT
455-31-27	SJWC	WATER WORK FACILITY
Curtner to Almaden Expy Reach		
455-27-09	COUNTY OF SANTA CLARA	RIVER BANK
455-27-08	COUNTY OF SANTA CLARA	EMPTY LOT
Almaden Expy to Foxworthy Reach		
455-54-80	CITY OF SAN JOSE	PARK
455-53-LOT E	COMMON AREA	COMMON AREA
455-54-LOT B	COMMON AREA	COMMON AREA
455-13-34	COUNTY OF SANTA CLARA	EMPTY LOT
455-14-13	SCVWD	RIVER BANK
455-13-35	SCVWD	RIVER BANK
455-13-33	SCVWD	SERVICE ROAD, RIVER BANK
455-12-10	SCVWD	RIVER BANK
455-39-18	SCVWD	RIVER BANK
455-39-16	SCVWD	RIVER BANK
455-39-24	SCVWD	RIVER BANK
455-39-01	SCVWD	RIVER BANK

Figure 3: Assessor's Parcel Numbers

¹Work Upon Private Lands
It should be noted that the potential Guadalupe River Trail alignment between Willow Glen and Almaden Road includes a segment shown in the Master Plan as diagrammatic and is to be used for general planning purposes only. The alignment shown is proposed based upon plans provided by the US Army Corp of Engineers that show flood control work administered by the US Army Corps and Santa Clara Valley Water District will extend through this area at some time in the future. The Santa Clara Valley Water District possesses a maintenance easement to cross private lands for its operations. The diagrammatic alignment should not, in any way, be interpreted as an existing or proposed trail through private property. The map for this reach of the trail system within the Master Plan illustrates a potential trail alignment including areas that are currently privately owned. By illustrating this potential trail alignment in the Guadalupe River Trail Master Plan, no determination is being made at this time to acquire any specific private properties for these improvements. Final trail alignment will depend upon weighing possible alignment alternatives in consultation with US Army Corps and Santa Clara Valley Water District flood control planning and at the actual time of property acquisition by US Army Corp to support trail construction. The Guadalupe River Trail Master Plan only illustrates possible development if implementation of the trail is pursued in the future.

Foxworthy to Thousand Oaks Reach		
455-39-01	SCVWD	RIVER BANK
455-39-21	SCVWD	RIVER BANK
459-04-01	SCVWD	RIVER BANK
459-04-02	SCVWD	RIVER BANK
459-03-08	SCVWD	SERVICE ROAD, RIVER BANK
459-06-36	SCVWD	SERVICE ROAD, RIVER BANK
459-06-36	SCVWD	SERVICE ROAD, RIVER BANK
459-06-47	SCVWD	SERVICE ROAD, RIVER BANK
459-06-31	SCVWD	SERVICE ROAD, RIVER BANK
459-06-32	SCVWD	SERVICE ROAD, RIVER BANK
459-11-94	SCVWD	SERVICE ROAD, RIVER BANK
459-02-13	PRIVATE ¹	RESIDENTIAL AREA
Thousand Oaks to Branham Reach		
459-13-24	CITY OF SAN JOSE	EMPTY LOT
459-02-04	SAN JOSE WATER CO (SJWC)	SERVICE ROAD, RIVER BANK
459-16-30	SCVWD	SERVICE ROAD, RIVER BANK
Branham to Chynoweth Reach		
458-17-33	PRIVATE ²	FIRE ACCESS ROAD/TRAIL
458-01-29	SCVWD	TRAIL
458-01-34	SCVWD	PERC PONDS
458-01-32	SCVWD	PERC PONDS, EMPTY LOT
458-07-51	SCVWD	TRAIL
458-17-02	SCVWD	RIVER BANK
458-17-03	SCVWD	RIVER BANK
458-17-04	SCVWD	RIVER BANK
458-18-81	SCVWD	SERVICE ROAD, RIVER BANK
458-18-12	SJWC	WATER WORK FACILITY

Figure 3: Assessor's Parcel Numbers (Cont.)

Much of the proposed alignment of the GRT is on property owned by the SCVWD. For those parcels within the river, the SCVWD holds a maintenance easement within the river right-of-way. Because the SCVWD maintenance agreement does not include a recreational easement, it will be necessary for the City to obtain one. In three locations the trail passes through property owned by SJWC and while the SJWC has been involved in the TAC oversight of this master plan, the City will be required to enter into access and maintenance agreements with the agency for these affected properties.

Work Upon Private Lands

¹It should be noted that the potential Guadalupe River Trail alignment between Foxworthy Avenue and Thousand Oaks Park includes a segment shown in the Master Plan as diagrammatic and is to be used for general planning purposes only. The alignment shown is proposed based upon the likelihood that nearby flood control work administered by the US Army Corps and Santa Clara Valley Water District will extend through this area at some time in the future. The Santa Clara Valley Water District possesses a maintenance easement to cross private lands for its operations. The diagrammatic alignment should not, in any way, be interpreted as an existing or proposed trail through private property. The map for this reach of the trail system within the Master Plan illustrates a potential trail alignment including areas that are currently privately owned. By illustrating this potential trail alignment in the Guadalupe River Trail Master Plan, no determination is being made at this time to acquire any specific private properties for these improvements. Final trail alignment will depend upon weighing possible alignment alternatives in consultation with US Army Corps and Santa Clara Valley Water District flood control planning and at the actual time of property acquisition to support trail construction. The Guadalupe River Trail Master Plan only illustrates possible development if implementation of the trail is pursued in the future in either the form of a gravel trail making use of maintenance road improvements or a fully paved trail.

²The City maintains an existing easement along the edge of the private parcel that the trail will be constructed within.



Guadalupe River corridor looking North from Interstate 280